THE POWER OF

200,000 Riders in Greater New

Forty-two Million Dolfars Invested in the Bicycle Business Here.

WHEELMEN ARE POLITICAL FACTORS.

Makes Them Important.

York a wheel that excited an equal amount of curiosity in the ranks of the riders of the high wheel, or ordinary. It was an English model of the safety, with 30-inch wheels, solid tires and a frame of the "boneshaker" variety.

In 1890 the American manufacturers are specified by the temperature specified

ever, and in 1892, upon the introduction of the cushion tires the ordinaries were relegated to the attics, or sold to second-hand dealers at a fleavy discount. The the wheel.

Tately estimated, but it is clear at a glance that all of these organizations practically double their working power by adopting the wheel.

MARY C. FRANCIS. 1893, when pneumatic tires were placed IN THE DAYS GONE BY. upon the market.

From that time the advance of the sport was rapid. The number of riders within the houndaries of what is now Greater New York was estimated at about 10,000 in 1891, of which number about fifty were women, who, mounted upon the old solid-

To-day the number of riders in Greater New York is estimated at 200,000, of which one-third are women, while there are at least two hundred bicyclo dealers, and about two hundred more handle wheels as a side line. The approximate value of the wheels ridden in the city will aggregate at least \$12,000,000, and the trade \$30,000,000 more, at first glance this will appear to be a very liberal estimate, but when the reader takes into consideration when the reader takes into consideration who does not know of the exhilarating un-the fact that there are 107 makes of certainty of a ride on a high wheel, wheels advertised in a bicycle weekly, all we were most of us young then. The

handle-bar.

Naturally, such a number of riders, with interests in common, led to the formation of numerous clubs and cycling organizations, the hend of which is the League of American Wheelinen. The objects of this organization have been protective, but the recent formation of sub-consulates, whose boundaries are the same as those of the thirty-five Assembly districts, would indicate that the League will endeavor to attain its ends through the influence of its votes, and the votes it controls.

True it is that we were to a considerable extent on show in the days gone by. Whether it was the advent of "Big Four" tourists or a club run, the neighbors far and near did congregate to see us go by. Berhaps the envious among them watching for a tumble or two, for the old "ordinary" was frisky at times.

All this is past and gone. The masses wheel for business nowadays—to save carfare, and to go home to lunch. The clergy and the drummer, the doctor and the plumber, all find that the wheel is no

At a recent meeting of the L. A. W. Consulate in New York arrangements were made looking to the holding in the near future of a mass meeting of members of the L. A. W. to complete the organization of the sub-consulates and formulate plans for the campaign.

Aside from the pussage of the doctor and the plumber, all find that the wheel is no longer a toy and a fad for pleasure. It has its uses add its abuses.

The very conditions of things to-day are presenting problems, and scribus ones, too, growing out of this unprecedented adaptation of a plaything for the idler into a necessity for the page of business.

for the campaign.

Aside from the passage of the Armstrong

It is probably impossible to enumerate

Mr. Charles B. Page was elected from the Seventeenth Senatorial District by a majority of twenty-three votes. There is one block in the Seventeenth in which there are forty houses. Seventy-five of the occupants of these houses ride wheels; four-fifths of the riders are men, and three-fifths are members of the League of American Wheelmen.

In yiew of these facts, it is not disc.

bill that is championed by the wheelmen.

Another fact that must be taken into consideration is that all members of the League are over twenty-one years old and are voters. The great army of unconnected riders are almost to a unit in favor of anything that will tend to give to riders the rights that the L. A. W. is fighting for. Then there are the women, who constitute one-third of all the riders. While they have no vote, their influence in politics.

piring candidate who is unfortunate enough to incur their displeasure.

At the banquet tendered Assemblyman Armstrong the father of the second that many cyclists will expect and armstrong the father of the second that many cyclists will expect and armstrong the father of the second that many cyclists will expect and Armstrong, the father of the now famous
Baggage bill, there were a number of the clusion and total disregard of the interests

Its Growing Popularity in Reform and ing of the power which we possess, become Religious Organizations.

Nothing could be more significant of the phenomenal growth of cycling than its invasion into the ranks of many large and prominent organizations.

The League of American Wheelmen, is naturally the official organization of the wheelmen and wheelwomen of the United

pastime that small, congenial social cycling clubs are now being formed in nearly every great organization in the country.

The first intimation of this particular feature of the merry, all-persuasive wheel came, like Lochinvar, out of the West, and was to the effect that a progressive and up-to-date Y. M. C. A. had formed a social product of the second country of the country.

cycling club, composed exclusively of its own members. This idea was promptly followed by the W. C. T. U., sgain in the West, and these pioneers in the field have been followed by others until the indications at present are that ere the Summer ways these clubs within clubs are to be wanes these clubs within clubs are to be numerous and popular.

The rationale of this movement is dent. The cohesive force of all the work characterizing the W. C. T. U., the Y. M. C. A., the Christian Endeavorers, the Y. W. O. A. and similar organizations is greatly assisted by a community of recreation as well as of serious purpose. The human race was intended for happing ness, and very likely the millennium will see every one awheel. The "blcycle tea" of the Michaux Club was a benefit for a popular charity, and another club will soon give a bicycle picnic for a public institu-

halled the bicycle with greater delight than the temperance people, who saw in it a powerful ally, for the bicycle and drink Members of the L. A. W. Are Aff the cycling clubs of the W. C. T. U., the Wing's Daughters, the Y. M. C. A. and others combine with their social and out-King's Daughters, the Y. M. C. A. and others combine with their social and outing life an active campaign of their work. The Summer Chautauquas and Summer In the Fall of 1888 there appeared in one | Schools of Science are destined to much of of the leading bloycle salesrooms of New this novel and elevated influence of the

In 1889 the American manufacturers succumbed to the demand for the low wheel, and for two years the struggle for successful church, the W. C. T. U. premacy between the high and low wheels and many women's organizations are engaged the attention of the cycling fraternity. It was an unequal fight, how-

First Vice-President Cossum, of the L. A. W., Tells of the Past and Advises for the Future.

How impressive have become the changes that a few years have brought about in women, who, mounted upon the old solid-tired wheels, braved the storm of adverse criticism and ridicule and prayed for the emancipation of short skirts and bloomers that have attended the progress of the up-to-date woman. Those of us who may fairly be termed "old timers," cannot but be affected by the modifications in the order of things pertaining to cycling. 'Tis-but a short flight backward to the days

wheels advertised in a bicycle weekly, all of which have one, and some several agents in Greater New York, the figures will not appear overdrawn.

That the business has gone beyond the stage of a passing caprice and its firmly rooted among the leading industries of the country is evidenced by the high standing and business solidity of the firms handing bicycles. But a few years ago the wheels were handled almost exclusively by bicycle dealers, while now you see wheels in the windows of hardware stores, furniture concerns, and even in the windows of the lead-country is evidenced by the high standing and business solidity of the firms handing bicycles. But a few years ago the wheels were handled almost exclusively by bicycle dealers, while now you see wheels in the windows of hardware stores, furniture concerns, and even in a bicycle weekly man of years and gray hairs had serious doubts of the usefulness of the would certainly "t'row 'im down" if he touched it, so he discreetly let it alone. It is, nevertheless, with much pleasure that we recall those days when to meet a wheelman was to greet him. 'Twas not impertinent to hold him up on the road with the customary salutation of the good old New Englander, "Where are you from?' and to forthwith offer points as to roads, routes and riders, was quite in order. And cerns, and even in the windows of the leading jewellers are displayed gold and silvermounted bicycles, some even going so far as to set the name in jewels upon the handle-bar.

Baggage bill, which in itself had a broad significance, the following instance will become. It has made many and serious become. It has made many and serious

League of American Wheelmen.

In view of these facts, it is not difficult to understand Mr. Page's reason for voting for the Baggage bill, or, in fact, any bill that is championed by the wheelmen.

have no vote, their influence in politics, as in anything else they undertake, is a great factor. Their brothers or fathers, while they may not be cyclists, are susceptible to their wiles, and woe to the aspiring candidate who is unfectivated.

I am afraid that we have grown to be so

city's dignitaries, who pledged the health of the L. A. W., and showed that they were not mawars of the form were not unaware of the far-reaching in-fluence of the wheelman's vote. 5407 well to be aggresive to obtain due recogni-BICYCLE'S MORAL FORCE. tion, and to obtain that which of right belongs to us, but let us not, in the unfolding of the power which we possess, become too self-assertive. Too much political power means destruction.

It behooves the L.A. W., the local organizations, the clobs and the individual wheelman to see to it that the business end and aim of wheeling is sustained by the stamp of approval of public opinion, by so regulating our actions and shaping our demands that it will assess that the stamp of approval of public opinion, by so regulating our actions and shaping our demands that it will assess that the stamp of approval of public opinion.

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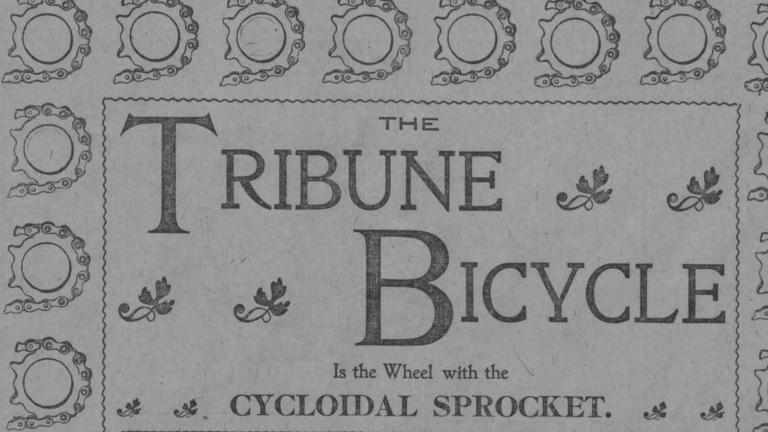
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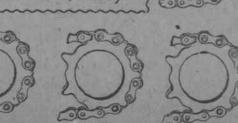


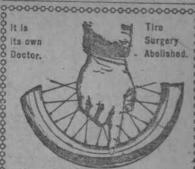
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